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EX. 1851. 268 C. 6  
400.A.133

# MACHINERY AND MODELS

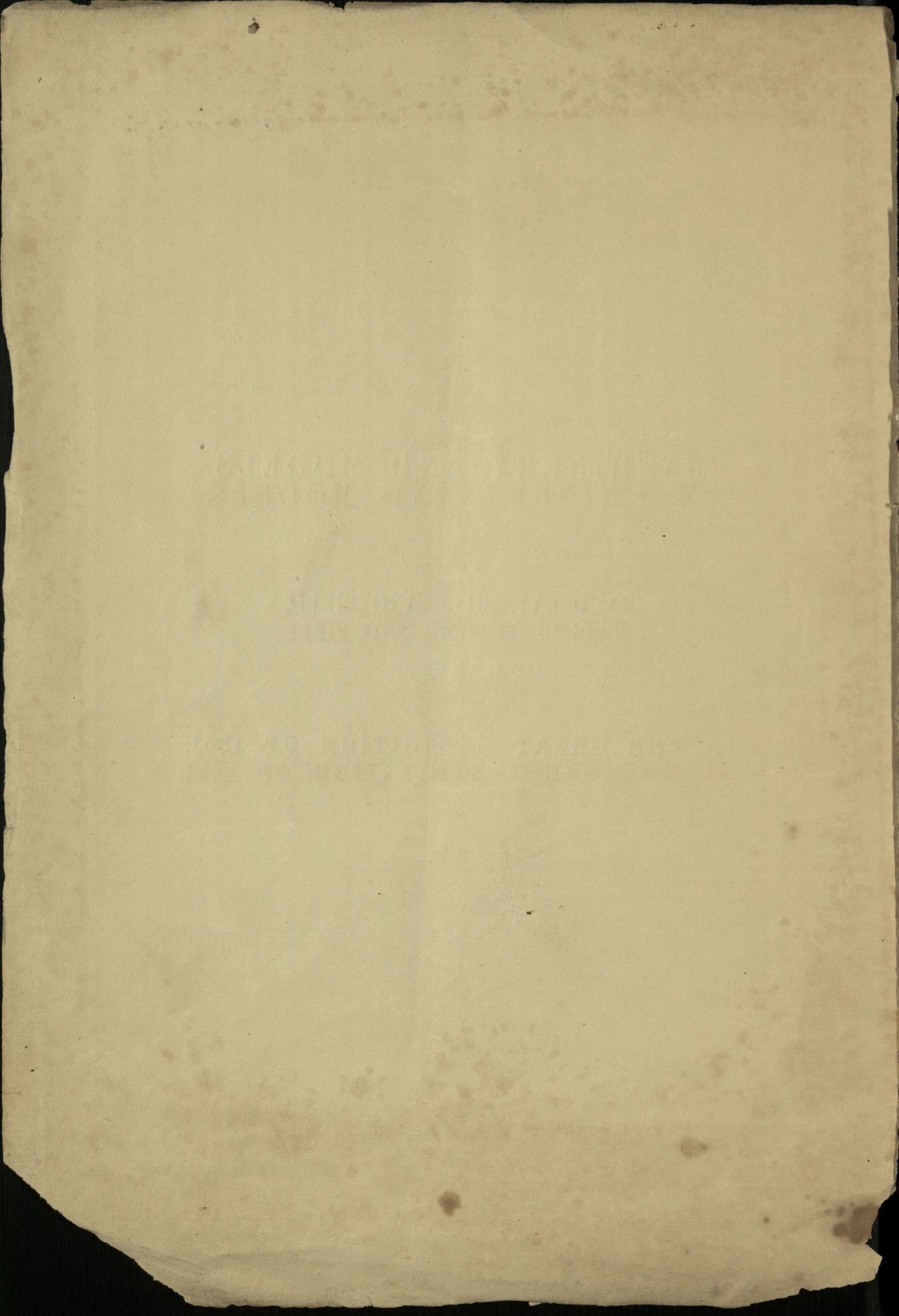
SENT BY

MAUDSLAY, SONS, AND FIELD,

OF LAMBETH,

TO THE GREAT EXHIBITION OF 1851.





# MACHINERY AND MODELS

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MAUDSLAY, SONS, AND FIELD,

OF LAMBETH,

TO THE GREAT EXHIBITION OF 1851.



26.11.67.

166  
MANUFACTURE AND MODELS

1810-1811

HARRIS & SONS & REED

TO LIVERPOOL

1811 TO MANUFACTURE TAKEN ONT OF

MANUFACTURE AND MODELS

1810-1811

1810-1811

LONDON: PRINTED BY W. CLOWES AND SONS, STAMFORD STREET AND CHARING CROSS.

MANUFACTURE AND MODELS

1810-1811

1811 TO MANUFACTURE TAKEN ONT OF

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London: Printed by W. Clowes and Sons, Stamford Street and Charing Cross.  
Price 10/- per volume. To be sent to Liverpool by post.

*W. Maudslay & Sons*

# MACHINERY AND MODELS

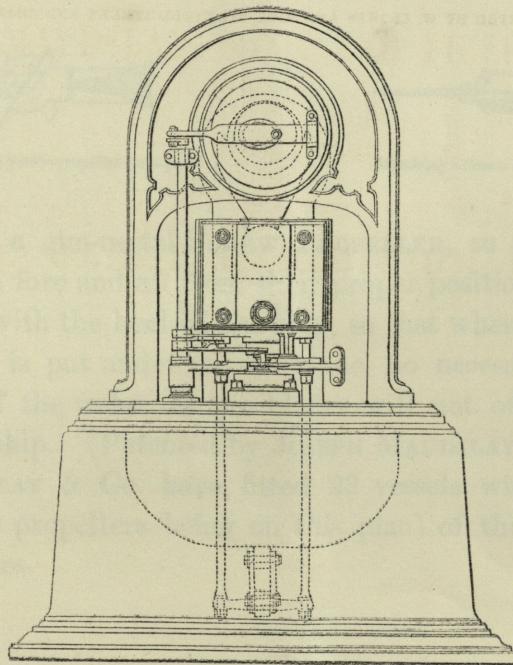
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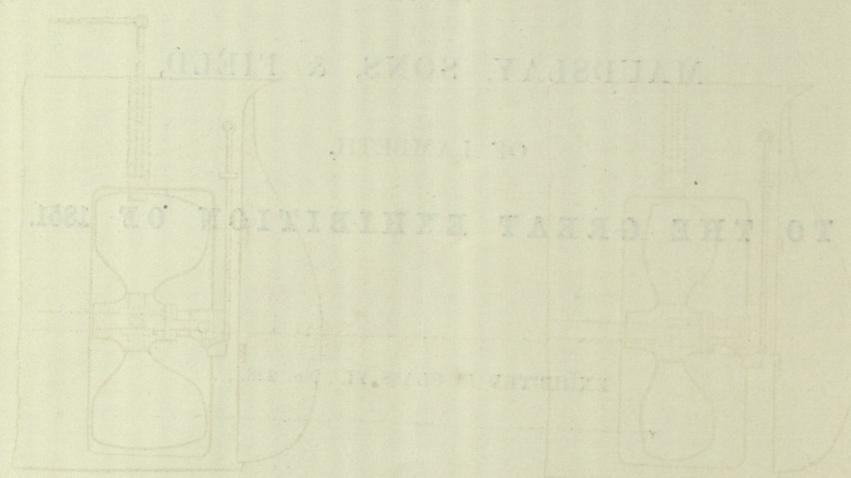
TO THE GREAT EXHIBITION OF 1851.

EXHIBITED IN CLASS VI. No. 228.



1. A COINING PRESS, in which the motion to give the impression is obtained by an eccentric instead of by screw or lever.

БИБЛІОТЕКА  
ДЛЯ УЧНІВ



and to the following words added:

the first of all species and their names.

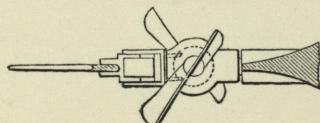
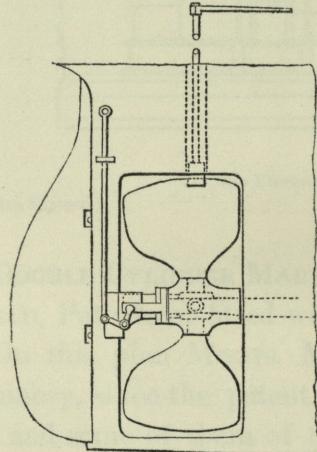
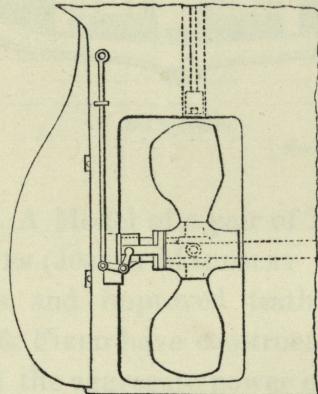
of the last before the first, so continuing, as to have A at the head, B under A, C under B, D under C, E under D, F under E, G under F, H under G, I under H, J under I, K under J, L under K, M under L, N under M, O under N, P under O, Q under P, R under Q, S under R, T under S, U under T, V under U, W under V, X under W, Y under X, Z under Y, and so on, till the last letter of the alphabet, which will be the last letter of the last word.

The following is a specimen of the cipher:—  
The first letter of the alphabet, Q, is placed under A, C under B, E under D, G under F, I under H, K under J, M under L, O under N, P under O, R under Q, S under R, T under S, U under T, V under U, W under V, X under W, Y under X, Z under Y, and so on, till the last letter of the alphabet, which will be the last letter of the last word.

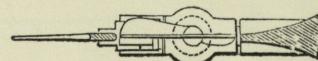
and after this, one after another, till the last letter of the alphabet, which will be the last letter of the last word.

EXHIBITED IN CLASS V. No. 38.

2. A small DOUBLE CYLINDER DIRECT-ACTING HIGH PRESSURE STEAM ENGINE for working the Coining Press.



Maudslay's Patent Feathering Screw-propeller in Action.



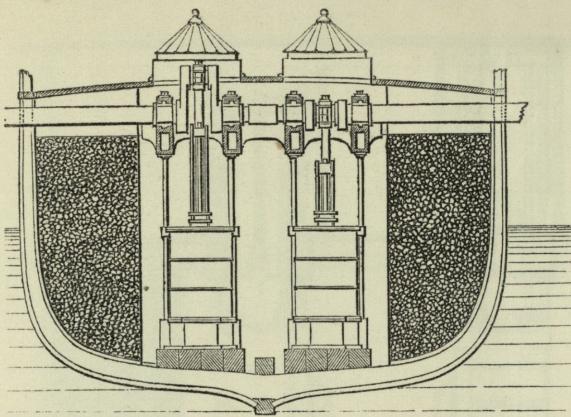
Maudslay's Screw Propeller, out of Gear.

3. A Model of a gun-metal SCREW PROPELLER, so constructed that the blades can be turned fore and aft from their proper position for propelling, and thus assume a line with the keel of the ship, so that when steam power is not used, and the vessel is put under canvas alone, no necessity exists for taking the propeller out of the water, as the blades will not offer any resistance to the progress of the ship. (Patented by JOSEPH MAUDSLAY).

Messrs. MAUDSLAY & Co. have fitted 23 vessels with screw machinery (some of the screw propellers being on this plan) of the collective nominal power of 4,380 horses.

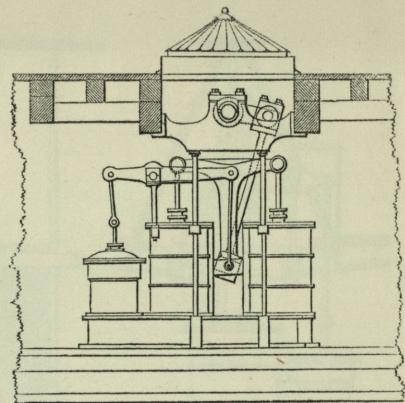
4. A CONNECTING ROD, fitted with its bolts and brasses, the latter lined with soft metal, and adapted to a pair of patent Double Cylinder Marine Steam Engines of the collective nominal power of 800 horses.





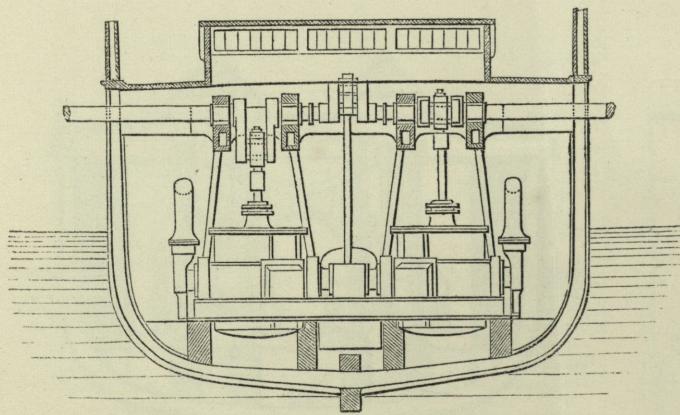
End Elevation.

Maudslay's Double Cylinder Marine Engines.



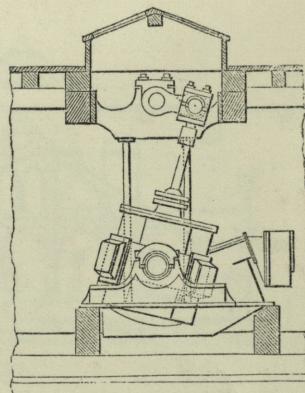
Side Elevation.

5. A Model of a pair of DIRECT-ACTING DOUBLE CYLINDER MARINE STEAM ENGINES (JOSEPH MAUDSLAY and JOSHUA FIELD, Patentees) fitted with paddle wheels and improved feathering floats. On this plan Messrs. MAUDSLAY, SONS, & FIELD have constructed marine machinery, since the patent was taken out, of the aggregate power of 19,130 horses, and some of them of 800 horses collective nominal power.



End Elevation.

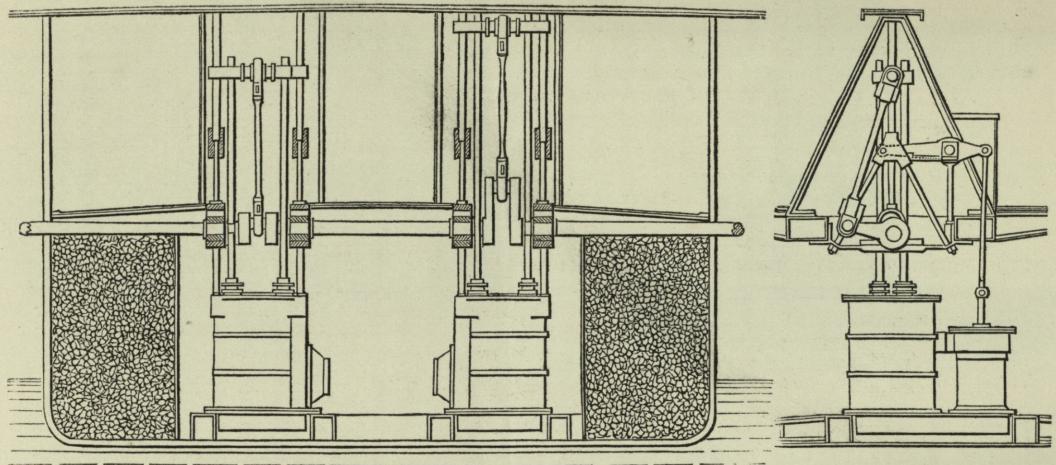
Maudslay's Direct-acting Oscillating Cylinder Steam-engines.



Side Elevation.

6. A Model of a pair of DIRECT-ACTING MARINE STEAM ENGINES, with OSCILLATING CYLINDERS (JOSEPH MAUDSLAY, Patentee), on which principle Messrs. MAUDSLAY & Co. have constructed engines of the aggregate nominal power of 2,100 horses.

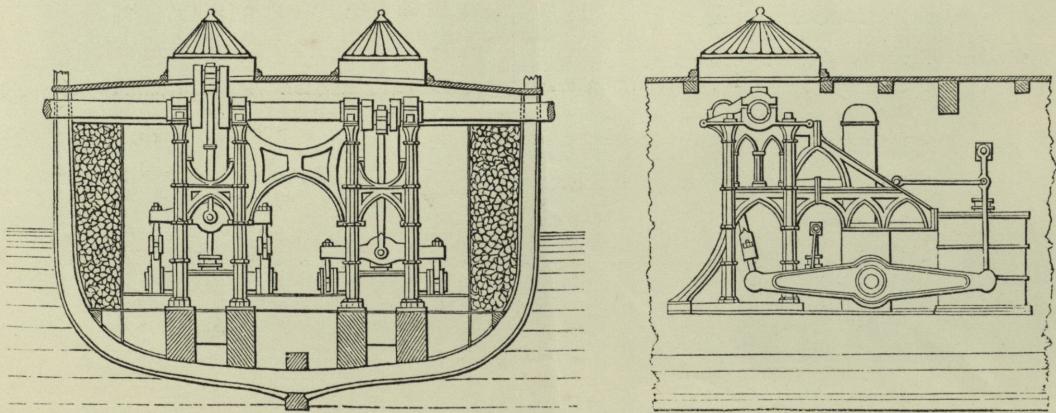




End Elevation.  
Maudslay's Double Piston-rod Engines for Shallow River Navigation.

Side Elevation.

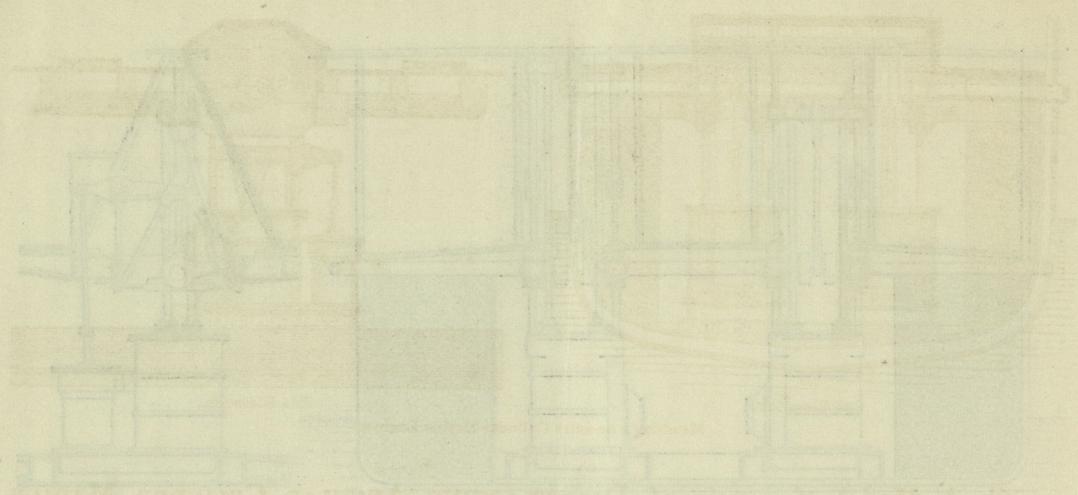
7. A Model of a pair of DIRECT-ACTING DOUBLE PISTON-ROD MARINE STEAM ENGINES, peculiarly adapted to shallow river navigation (JOSEPH MAUDSLAY and JOSHUA FIELD, Patentees). MESSRS. MAUDSLAY, SONS, & FIELD have made engines on this plan for the Rhone, Indus, and Sutlej, of the aggregate nominal power of 545 horses.



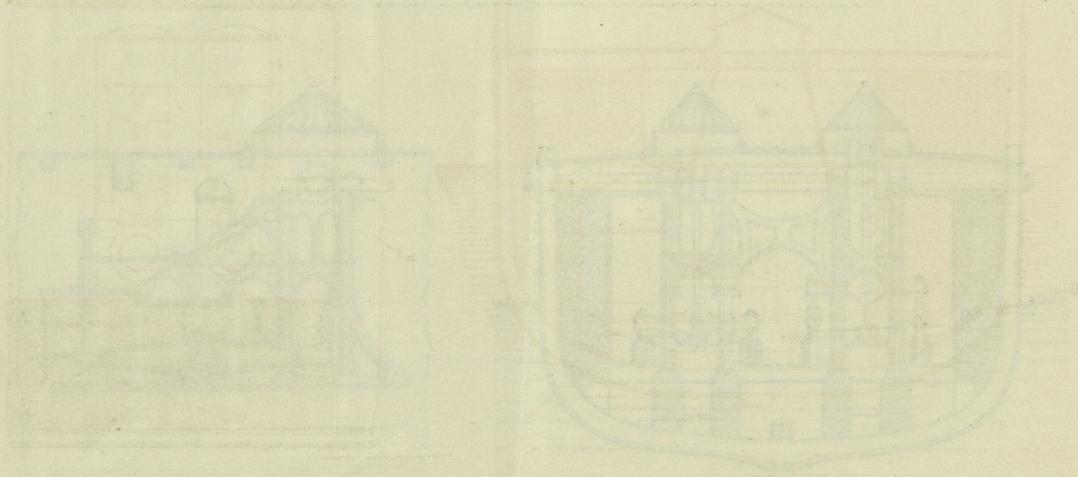
End Elevation.  
Pair of Maudslay's Marine Beam Steam engines.

Side Elevation.

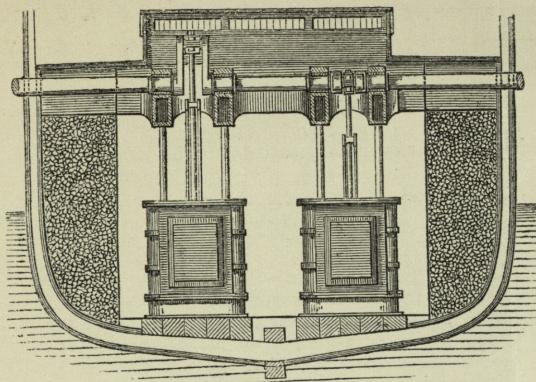
8. A Model of a pair of MARINE BEAM STEAM ENGINES, on which plan Messrs. MAUDSLAY & Co. have completed 103 pairs, of the aggregate nominal power of 11,358 horses.



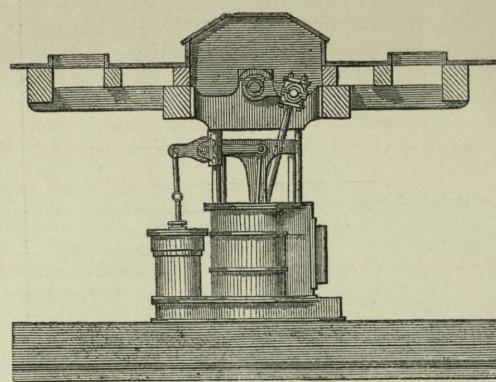
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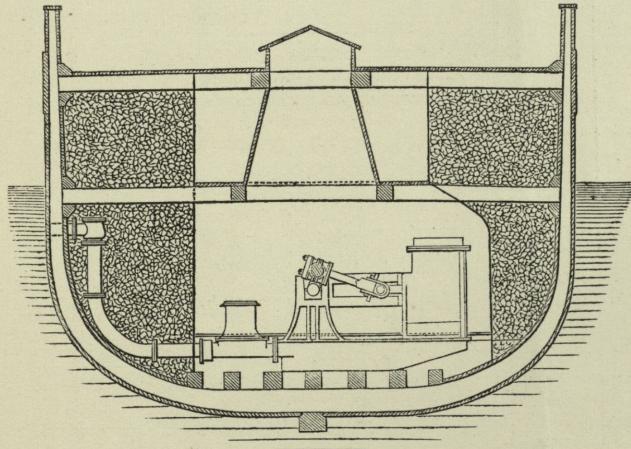
End Elevation.



Side Elevation.

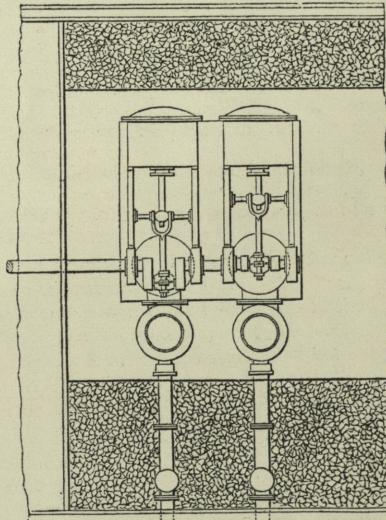
Maudslay's Annular Cylinder Marine Engines.

9. A Model of a pair of DIRECT-ACTING ANNULAR CYLINDER MARINE STEAM ENGINES (JOSEPH MAUDSLAY, Patentee) fitted with paddle wheels, and improved feathering floats. These engines have been fitted to some of the fastest Packets in the Channel, and on this principle Messrs. MAUDSLAY & Co. have manufactured 23 pairs, of the aggregate nominal power of 2,250 horses.



End Elevation.

Maudslay's Horizontal Direct-acting Marine Engines for Screw-propulsion.



10. Model of a pair of HORIZONTAL CYLINDER DIRECT-ACTING MARINE STEAM ENGINES for driving a Screw Propeller, so constructed as to occupy little space, and to be altogether below the water line.

unreal' among them. Another participant to step up to him A. 9  
but already offstage after both (including *LAURENT* himself) stepped aside  
will be one of his two own sons who will be asked to present themselves  
as *WYATT* and *FRANCIS*. *Wyatt* will be here first, and he has justifiably got  
several cuts. The major leather strap goes out to give *Wyatt* something to hit

and if you're going to make it look real to step up to *Wyatt* 9  
you're at an instant more or less likely to get him to give in without a struggle.  
Still better off, though, to keep him off his feet.

14.

